

To me, to put this in this package will doom this package. I just hope if and when this does come up for a vote, there will be a resounding no. It was voted down in the committee, and it ought to be voted down on the floor of the Senate.

I yield the floor.

The PRESIDING OFFICER. The Senator from Oklahoma.

Mr. INHOFE. Madam President, I would observe that the junior Senator from California is not going to support my amendment. However, I would also observe that you can't keep saying the same thing over and over and over again and make it true.

We have quoted the Environmental Council of the States. They all say there is nothing in here that is going to be damaging to the environment. Anyway, it is my understanding that I am going to be willing to set this aside for other amendments, so we can perhaps get in the queue and have several votes tomorrow, whenever the appropriate time is.

I yield the floor.

The PRESIDING OFFICER. The Senator from North Dakota.

Mr. DORGAN. Madam President, I wanted to follow my colleague, Senator BOXER, to talk just a bit about the automobile efficiency standards that are in this bill. I played a role in the Commerce Committee in helping to write a portion of that.

Before I do that, let me say it is often the case that a piece of legislation brought to the floor of the Senate dealing with an important issue is described as something that is very significant, earthshaking. And in most cases it does not turn out to be quite that significant.

My dad once told me: Never buy something from someone who is out of breath. There is always kind of a breathless quality to reform packages that are brought to the floor of the Senate. I must say, however, that I think what we have on the floor of the Senate, perhaps with some amendments, is a significant change with respect to an issue that we should address; that is, energy.

Let me talk about the automobile efficiency issues and the issues of renewable fuels and renewable energy. Now, I noted that the OPEC countries have weighed in the last few days. This is dated June 7. It says: OPEC—that is the cartel—those are the countries that have formed a cartel. They produce a substantial portion of our country's energy, the world's energy. About 40 percent of global oil production comes from the eight OPEC countries.

Here is what OPEC says. OPEC, on Tuesday, warned Western countries that their effort to develop biofuels as an alternative energy source to combat climate change risks driving the price of oil, "through the roof."

The Secretary General of the Organization of Petroleum Exporting Countries said: The powerful cartel was con-

sidering cutting its investment in new oil production in response to moves by the developed world to use more biofuels.

So let me say again what this is. This is the OPEC cartel, which, of course, would be illegal in our country, getting together and saying to the United States: If you begin to produce more biofuels, ethanol and so on, we may well cut our production of oil, which would have the capability of then putting upward pressure on oil and gas prices; almost certainly it would do that. An interesting and I think also disturbing message from the OPEC countries.

But this underscores why we need an Energy bill. I mean we are held hostage by a group of people sitting in a room, called OPEC ministers, deciding how much they are going to produce, at what price they want to produce it. They close the door, make judgments in secret in a secret cartel that would be illegal in this country. They say to us: Oh, by the way, if you want to get out of this box that you are in, by producing more of the energy yourself in the form of renewable fuels, good luck. By the way, tough luck, because we may well decrease our own production.

Well, if I might just point out that this bill itself, it has some titles. Let me read the titles of the bill. I am sure my colleagues have done that: Title 1, Biofuels for Energy Security, it is a very important title; title 2, Energy Efficiency, there is substantial energy to be gained in the efficiency standards; title 3, Carbon Capture, Storage, Research and Development; title 4, Cost-Effective, Environmentally Sustainable Public Buildings. All of this is important.

With respect to the biofuels, I was thinking as I was sitting here, about a young guy who came up to me one night. He was about 21 years old. He came up to me at a community meeting in North Dakota and said: I just came in from the west coast. I drove a pickup truck from the west coast on vegetable oil. He was fueling his pickup truck using vegetable oil.

Here is a kid that is working for alternative fuels groups out on the west coast someplace with stars in their eyes and dreams about finding alternative fuels that work.

I said: Well, how does it work when you use vegetable oil?

He had modified his engine in his pickup truck and drove across the Northern Tier using vegetable oil. He said: It worked great until they got to Montana, by the way, no offense to the Montanans here. He said it worked great until we got to Montana when it got kind of cold. Then the viscosity of that vegetable oil thickened up and they could not quite use it for a while.

But the point is, there are a lot of people doing inventive, interesting, fascinating things fueling their vehicles, creating modifications to vehicles. We are talking about creating a very substantial and aggressive stand-

ard for what are called biofuels, particularly ethanol and cellulosic ethanol, and so on.

Now, my colleague from California talked about automobile efficiency, and the automobile efficiency standards that we have created. Let me make the point first that there has been no change in 25 years to these standards. None. I have actually been persuaded in years past by those who say: Well, let's have NHTSA, the National Highway Traffic and Safety Administration within the Department of Transportation, develop these new standards.

The fact is, that is an excuse for doing nothing. It is pretty evident to me now that nothing will happen if that is what we continue to do. So we, as a Congress, on a bipartisan basis, have said: We need more efficiency with respect to our vehicles.

We use about 145 billion gallons of fuel a year in this country, 145 billion gallons of fuel. If we blended every gallon with ethanol, that would be a market of 14½ billion gallons of ethanol. We have created a renewable fuel standard of 7½ billion gallons of ethanol by 2012. I was one of the authors of that just a couple of years ago. We are going to exceed that very quickly. We are probably at that level now, and going to be at 10 billion gallons in 2 or 3 years.

So now we are going to go to 36 billion gallons of renewable fuels. The OPEC countries say: Oh, this is awful. The roof is going to come in. We may decrease production of oil if you decide you are going to move in another direction.

Even as we do that, believing that with 70 percent of the oil that we import into this country being used in vehicles. And, understanding then we must make the vehicles more efficient if we are going to become less dependent on the OPEC countries and less dependent on foreign sources of oil from whom we now get over 60 percent of our oil, then we have a CAFE standard in this bill.

Now here is the result of the CAFE or the automobile efficiency standard in my State's newspapers, and I assume others by the auto industry. This is the Alliance of Automobile Manufacturers. They are putting full-page ads in the newspapers, and they are also doing direct mail to constituents: Say no to extreme fuel economy increases. Make sure you don't pass these increased automobile efficiency standards.

Well, that is what they have been saying for 25 years, and nothing has changed. I have told this story repeatedly, and I will again because I think it is important. The first car I purchased as a young boy in high school was a 1924 Model T Ford for \$25. It had been sitting in a grainery for decades. A guy sold it to me for \$25. I spent 2 years trying to get it to run.

I restored that old Model T Ford. What I discovered was you put gasoline in a 1924 Model T Ford exactly the